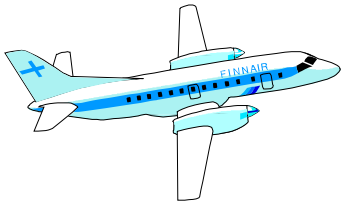


1,000’

2,000’ AIRSPACE

500’

References: FAR Part 71, Part 73, AR 95-1, AIM

Vigilance Above

Contents

- General Information
- Class A
- Class B
- Class C
- Class D
- Class E
- Class G

Contents (Continued)

- Airport Advisory Areas
- Restricted Areas
- Prohibited Areas
- Warning Areas
- Alert Areas
- Military Operations Areas
- Controlled Firing Areas

Characteristics

- Dimensions
- VFR Weather
- Equipment Requirements
- Restrictions

General Information

- Two categories of airspace:
  - regulatory (restricted & prohibited areas)
  - non-regulatory (warning areas, & MOAs)
- Within these categories there are four types:
  - controlled (A, B, C, D, & E)
  - uncontrolled (G)
  - special use (warning, restricted, & prohibited areas)
  - other (airport advisory area)

Class A

- Begins at 18,000’ MSL; extends up to and including FL 600 (excluding airspace less than 1,500’ AGL in Alaska). Extends out to 12 NM from the coast.
- VFR Weather - N/A
- Equipment - Mode C Transponder and two way radio.
- No VFR or VFR on top authorized. ATC clearance required.

FL 600

Class A

18,000’ MSL

Surface

Vigilance Above

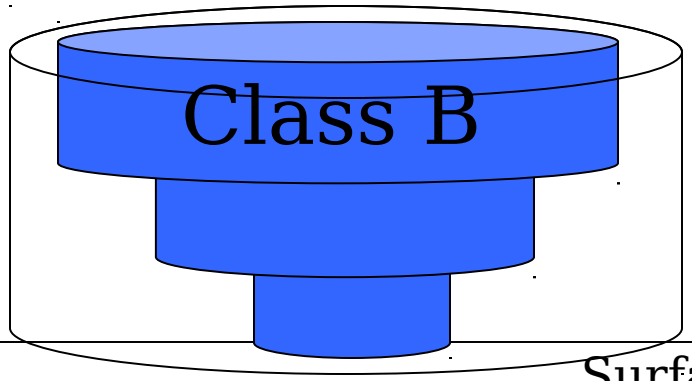
Class B

- Extends from surface or higher to specific altitudes individually tailored, but generally terminating at 10,000’ MSL. Resembles upside down wedding cake.
- VFR weather 3 SM visibility and clear of clouds.
- Mode C transponder inside & within 30 NM, VOR or TACAN for IFR, and two way radio.
- 250 KIAS limit below 10,000’ MSL, 200 KIAS in airspace underlying the Class B, or in VFR corridors within. ATC clearance required. Large turbine aircraft operate at or above the floor of the Class B.

FL 600

Class A

18,000’ MSL

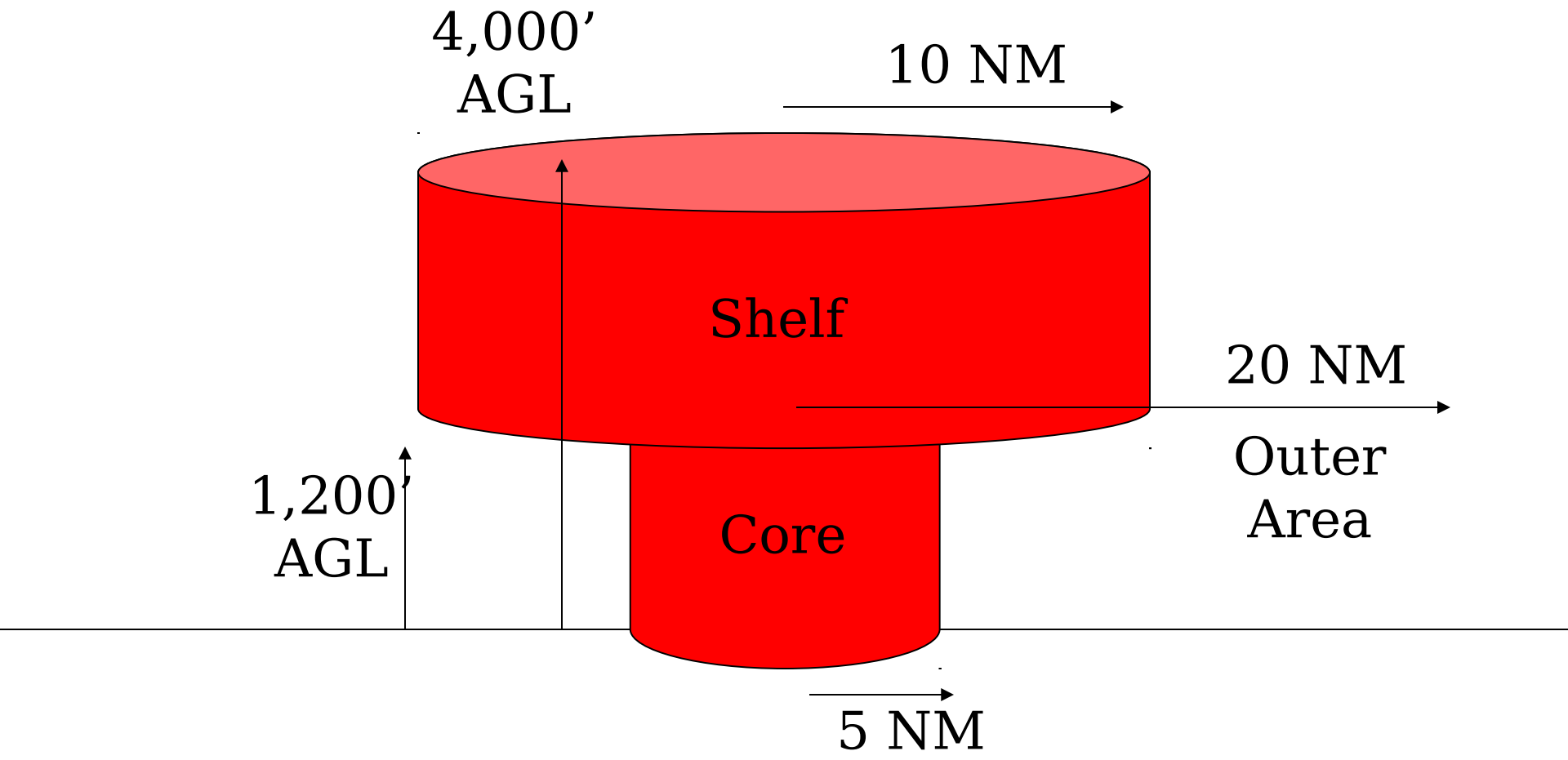


Surface

Class C

- Dimensions are individually tailored but usually consist of a 5 NM radius core surface to 4,000' above the airport elevation, and a 10 NM radius shelf from 1,200' to 4,000' above the airport elevation, and a 20 NM radius outer area extending from the lower RADAR limits to the ceiling of the approach control’s airspace.

Class C (Continued)



Class C (Continued)

- VFR weather: 3 SM visibility & basic cloud clearance of 500’ below, 1,000’ above & 2,000’ horizontal.
- Mode C transponder, & two way radio.
- 250 KIAS below 10,000’ MSL, and 200 KIAS within 4 NM of the primary airport below 2,500’ AGL. ATC clearance required.

Class C (Continued)

- VFR Arrival Communications: two way contact is established if the controller repeats your aircraft call sign.
- Satellite Operations: departing an uncontrolled satellite airport that underlies Class C airspace, the pilot shall contact ATC as soon as possible after takeoff.

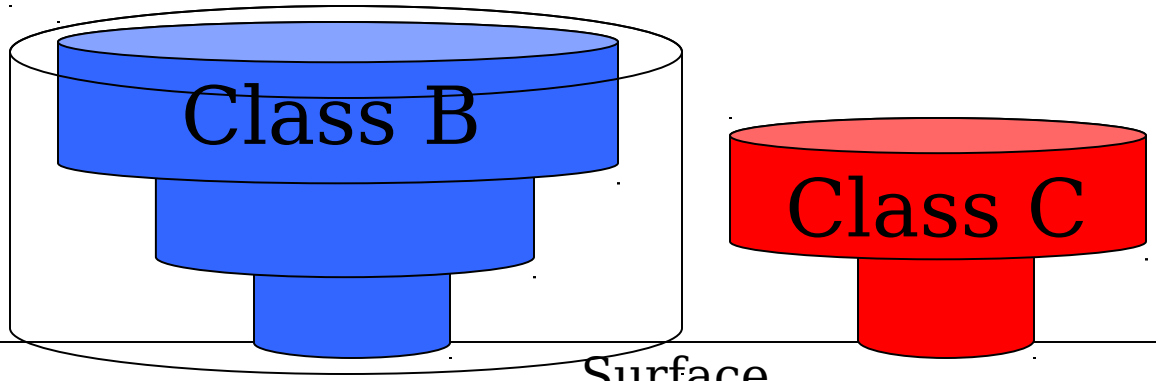
Class C (Continued)

- Secondary Airports:where Class C overlies other Class D airspace portions of the overlapping Class C may be procedurally excluded when the secondary control tower is open.

FL 600

Class A

18,000’ MSL



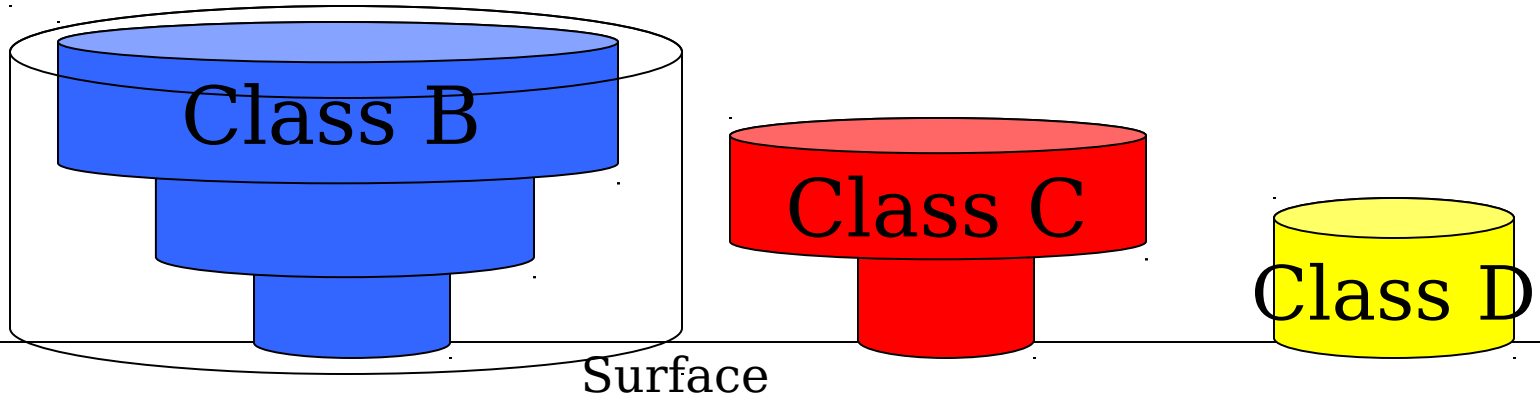
Class D

- Surface to 2,500' AGL (depicted in MSL) individually tailored horizontally.
- VFR weather: 3 SM visibility & basic cloud clearance of 500’ below, 1,000’ above & 2,000’ horizontal, and 1,000' ceiling.
- Two way radio.
- 250 KIAS below 10,000’ MSL and 200 KIAS within 4 NM of primary airport below 2,500’ AGL. ATC clearance.

FL 600

Class A

18,000’ MSL



Class E

- Begins at 14,500’ MSL (excluding below 1,500’ AGL) and extends up to, but not including 18,000’ MSL. May also begin at the surface, 700’ AGL, 1,200’ AGL or other altitudes.
- VFR weather (same as Class C, & D) except above 10,000’ MSL - 1,000’ above, 1,000’ below, & 1 SM horizontal.
- No equipment requirements (VFR).
- 250 KIAS below 10,000’ MSL.

Class E

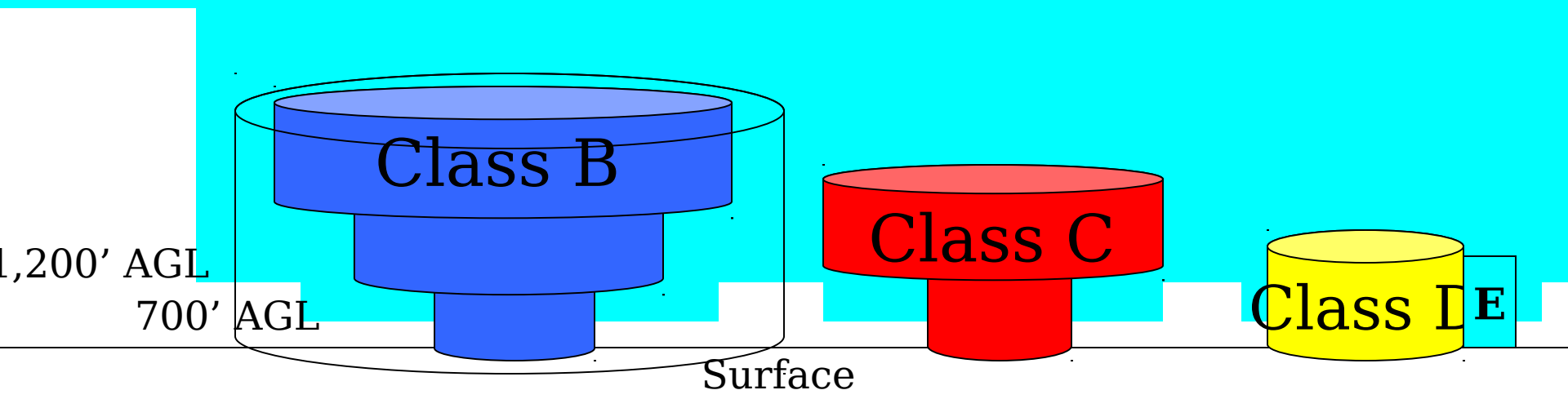
FL 600

Class A

18,000’ MSL

Class E

4,500’ MSL



Glass G

- Uncontrolled airspace from surface to the base of the overlying controlled airspace (700’, 1,200’, 14,500’ etc.).
- VFR weather per AR 95-1 is the same as Class E airspace for Army FW.
- No equipment requirement.
- 250 KIAS below 10,000’ MSL.

Class E

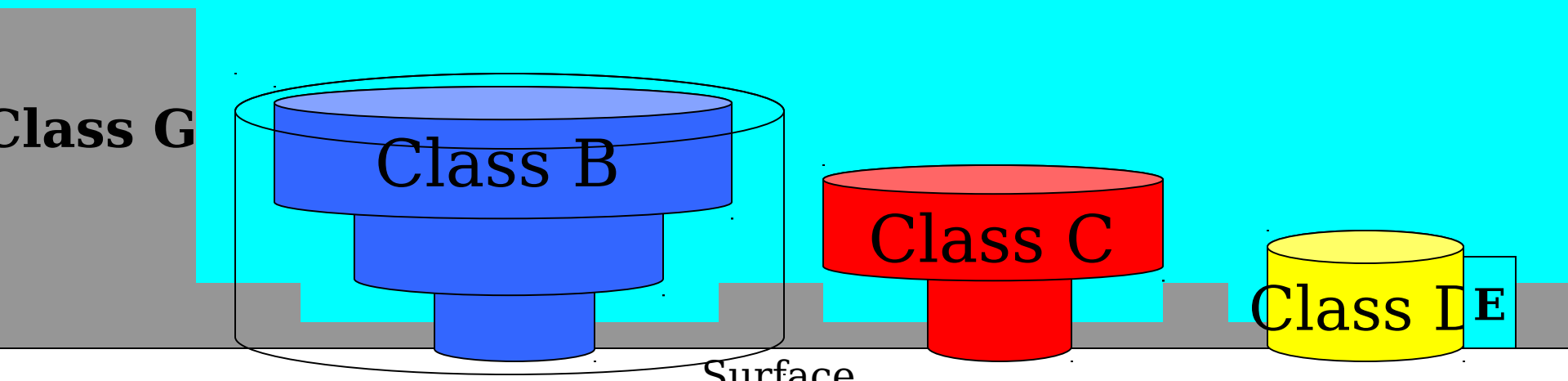
FL 600

Class A

18,000’ MSL

Class E

4,500’ MSL



Vigilance Above

Overlapping Airspace

- When overlapping airspace designations apply to the same airspace, the operating rules associated with the more restrictive airspace applies:
  - Class A is more restrictive than B, C, D, E or G.
  - Class B is more restrictive than C, D, E, or G.
  - Class C is more restrictive than D, E, or G.
  - Class D is more restrictive than E, or G.
  - Class E is more restrictive than G.

Airport Advisory Area

- The area within 10 SM of an airport where a control tower is not operating but where a FSS is located. Non-mandatory, but strongly recommended that pilot participate.

Restricted Area

- Contain airspace within which the flight of aircraft while not wholly prohibited, is subject to restrictions. Activities in these areas must be confined due to the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles.
- VFR? Squawk 4000.
- IFR? Joint/sole use.

Prohibited Area

- Contain airspace within which the flight of aircraft is prohibited; established for security or other reasons associated with national welfare.

Warning Area

- Extend from 3 NM outward from the coast of the US and may contain activity that could be hazardous to nonparticipating aircraft. May be located over domestic or international airspace.

Alert Area

- Established to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. All activity in an Alert Area shall be conducted IAW FARs.

Military Operations Area

- Established for the purpose of separating certain military training activities from nonparticipating IFR traffic. Since most military training activities necessitate acrobatic or abrupt flight maneuvers military pilots in MOAs are exempt from FARs prohibiting aerobatic flight. VFR pilots should contact FSSs within 100 miles of MOAs for operating hours.

Controlled Firing Area

- Contain activities, which, if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. CFA activities are suspended when RADAR, ground lookouts, or spotter aircraft indicate an aircraft may be approaching the area.

Questions?

① Within the US, the floor of Class A airspace is _____ ?

- 18,000’ MSL.

② What are the VFR weather requirements for Class B airspace?

- 3 SM visibility and clear of clouds.

③ What are the dimensions of Class C airspace?

- 5 NM radius core from surface to 4,000’ AGL, 10 NM radius shelf from 1,200’ AGL to 4,000’ AGL, and a 20 NM radius outer area.

Questions?

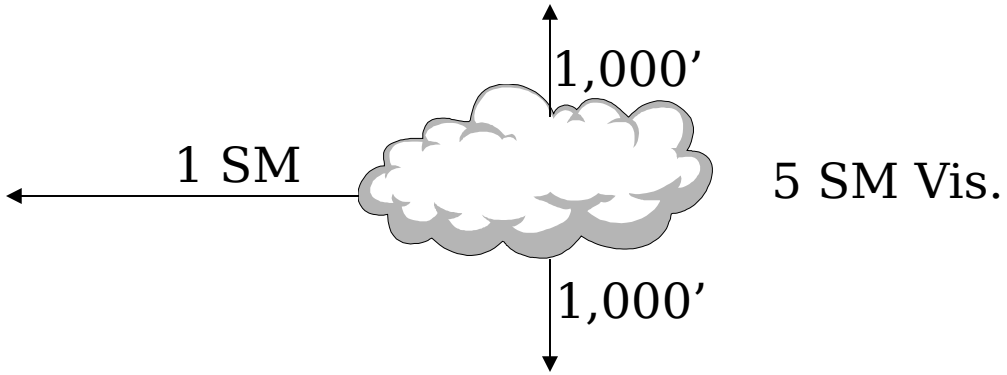
④When a control tower, located on an airport within Class D airspace ceases operation for the day, what happens to the airspace designation?

- Class D airspace requires an operational control tower. When that tower ceases to operate, it reverts to Class E. Without weather reporting capability it reverts to Class G.

Questions?

⑤What are Class E VFR weather minimums above 10,000’ MSL?

- 5 SM visibility, 1,000’ above, 1,000’ below and 1 SM horizontal.



Questions?

- VFR flight is not authorized in a MOA?
  - True
  - False

VFR pilots should exercise extreme caution in MOAs and contact any FSS within 100 miles of the area to obtain real-time information concerning the MOA hours of operation. Prior to entering an active MOA , VFR pilots should contact the controlling agency for traffic advisories.

Bonus Question

⑦Where is a mode C transponder required?

- Above 10,000’ MSL (excluding below 2,500’ AGL).
- Within Class A, B, or C airspace.
- Within 30 NM of a Class B primary airport below 10,000’ MSL.
- Above Class C airspace below 10,000’ MSL.
- Crossing the ADIZ of the United States.